



CITY OF PENSACOLA
BICYCLE ADVISORY COMMITTEE MEETING AGENDA

City Hall
Whibbs Conference Room (1st Floor)
222 West Main Street
Pensacola, FL 32502

November 30, 2018 8:30 a.m.

1. Call to order
2. Roll Call
3. Approval of Minutes of the October 17, 2018 meeting
4. Old Business
 - Review correspondence from League of American Bicyclists
 - Review architectural renderings for Palafox, Cervantes, and Summit road diets
 - Review map showing the BAC list of projects submitted to the TPO
 - Complete Streets update
 - Other updates
5. Open forum
6. Adjournment

**MINUTES
CITY OF PENSACOLA
BICYCLE ADVISORY COMMITTEE (BAC) MEETING
222 West Main Street (City Hall), First Floor
Vince Whibbs Conference Room
Pensacola, FL 32502**

October 17, 2018 8:30 am

PRESENT: David Mayo (Chairperson); Rand Hicks; Marie Mott

CITY STAFF: Heidi Thorsen (Director's Assistant)

CITIZENS: Dottie Dubuisson

1. Called to Order

The meeting was called to order by Chairperson Mayo.

2. Roll Call

3. Approval of Minutes

The minutes from the Special Called August 3, 2018 meeting was unanimously approved with a correction of restriping Hayne St. "from Cross to Maxwell", instead of "from Cross to Maxwell to Cross".

The minutes of the regular August 10, 2018 were reviewed. Ms. Dubuisson requested that the minutes state who requested the BAC to submit the projects to the TPO. The Committee feels that the minutes clearly reflect that the list of projects would be presented to Public Works for their approval prior to submitting them to the TPO. Member Mott made the motion to approve the minutes with the following correction being added to the Open Forum: "Further discussion ensued related to whose authority the BAC will use to submit the projects."

Member Hicks would like to add three topics to this agenda –

1. Context (could not hear what was said)
2. Nature of the team
3. 9th Avenue

Per Chairperson Mayo, they will be discussed at the end of the meeting.

4. Old Business

Projects submitted to West Florida Transportation Planning Organization - update

Chairperson Mayo mentioned that a lot of our projects made it onto the TPO list. The final list will not be completed until December. The CRA took the first seven spots, some that the BAC considered, but knew they would be submitting. The top project submitted by the BAC was the Palafox road diet from Fairfield to Main St. The BAC doesn't have to wait for the TPO, the Committee can encourage Council to pursue some of the projects [that fall within the City jurisdiction].

Member Hicks mentioned, instead of focusing on these projects, let us refocus back to what Council tasked the Committee, attain Bicycle Friendly status.

Complete Streets

Member Hicks discussed our application with the League of American Bicyclists, and they brought to his attention that there were several fields that were just left blank in regards to Complete Streets, although he knows that the City had made progress towards a Complete Streets initiative. The League mentioned that Chapel Hill, NC is similar to our size, and they will send him a copy of their successful application. At the next meeting, we will actually work on the language for the Complete Streets initiative, then present it to the Parks and Recreation Board and ultimately to Council for approval.

Add-on items

Member Hicks mentioned that he'll skip his first add-on item. He is concerned about the team that the BAC has become. He has spoken with Council members and mentioned that the BAC needs more members, more diversity. Several members have dropped out due to not wanting to complete Sunshine law training, and others because the work that the BAC does is too time consuming for their schedules. The Committee can be expanded to 9 members. Member Hicks made the following motion: "The Committee requests that the Parks and Recreation Board ask for more members." The desire of the BAC is for this to go to Council.

Member Hicks mentioned that Council member Myers will have a town hall regarding 9th Avenue on October 23 at 6:30, at Asbury Place. Member Hicks further mentioned that he would like to see a road diet from Fairfield to Bayou along 9th Ave. Council member Myers is in favor of this project. The project will also include a cross walk at 9th Ave. and Royce.

Chairperson Mayo asked if there will be a Ciclovía 2019? Member Hicks mentioned that he has funding if it will be held on a Saturday. His goal is to take it to Council and promote it on social media. The date will be March 23, 2019. Member Mott mentioned that the League looks for events like these in awarding a Bicycle Friendly designation.

Chairperson Mayo mentioned that next meeting he would like to discuss some sort of bike sharing initiative.

Due to Thanksgiving, the next meeting will be on November 30. There will not be one in December.

5. Open Forum

Ms. Dubuisson mentioned that she appreciates the member's passion for bicycling. She encouraged the committee to move the meeting time. Another thing she suggested changing was moving Ciclovía to 9th Avenue instead of Palafox.

Member Mott mentioned that she would like the BAC promoted on the Parks and Recreation Facebook page.

6. Adjournment



PENSACOLA, FL

TOTAL POPULATION

51923

POPULATION DENSITY

1275.7

TOTAL AREA (sq. miles)

40.7

OF LOCAL BICYCLE
FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE
FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Pensacola
High Speed Roads with Bike Facilities	20%	90%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	13%
Bicycle Education in Schools	AVERAGE	AVERAGE
Share of Transportation Budget Spent on Bicycling	9%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 145K	1 PER 519K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1/10

KEY OUTCOMES

	Average Bronze	Pensacola
RIDERSHIP <i>Percentage of commuters who bike</i>	1.4%	0.4%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1207	1395
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	21	116



KEY STEPS TO BRONZE



» Adopt a Complete Streets policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

» Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

» Hire a Bicycle & Pedestrian Coordinator.

» It is great to hear that Pensacola created a Bicycle and Pedestrian Advisory Committee (BPAC). Work with the BPAC and other stakeholder to begin the process of creating a Bicycle Master Plan. A bicycle master

plan is an important step to improving conditions for bicycling and institutionalizing processes for continual improvement. Institutionalization can include design processes, data collection, and broader land use or other changes that will be supportive of non-motorized transportation and recreation. There have been many advances in bicycle planning such as the publication of NACTO Design Guides, the creation of traffic stress methodologies for network planning, the availability of continuous electronic counters, and the proliferation of bike share systems. Your Bicycle Master Plan should take advantage of best practices that are applicable to a community of your size.

» While you are developing a more comprehensive Bicycle Master Plan continue to work on your mapped priorities and be responsive to citizen input.

NORTH PALAFOX STREET HIGHWAY 29

Potential solutions for

Road Diet and Storm Water Retention



POTENTIAL DESIGNS
N. PALAFOX ST.





2' Bioswale

4' Bioswale

12' Vehicle Lanes

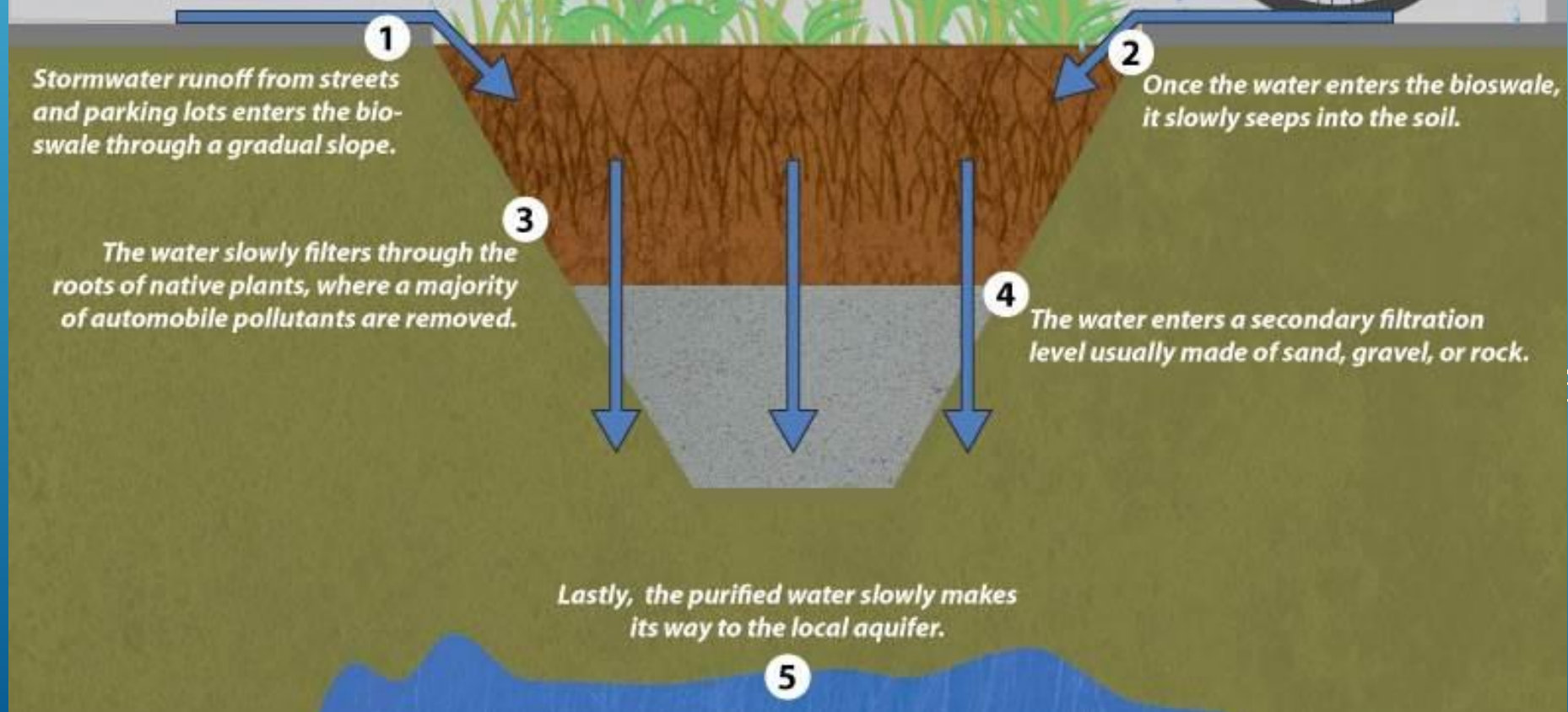
6' Sheltered and Shaded
Bike Lanes

Maintain 6' Sidewalks
Now are protected and shaded

What is a Bioswale?

A bioswale is a ditch that allows for rainwater to soak into the earth slowly, rather than flooding streets or going into the ocean.

Here's how it works:



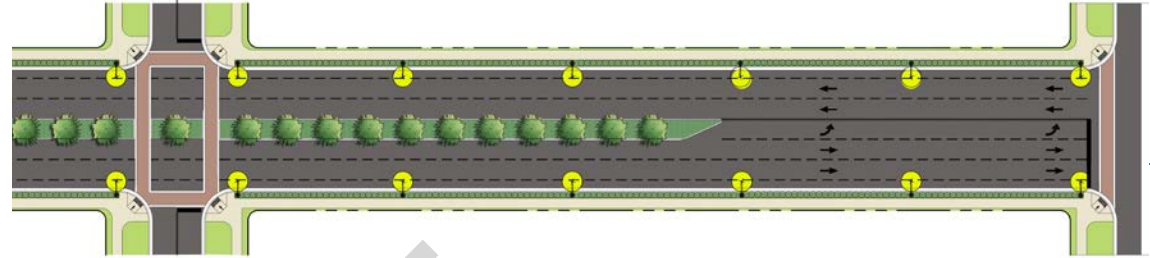
Context



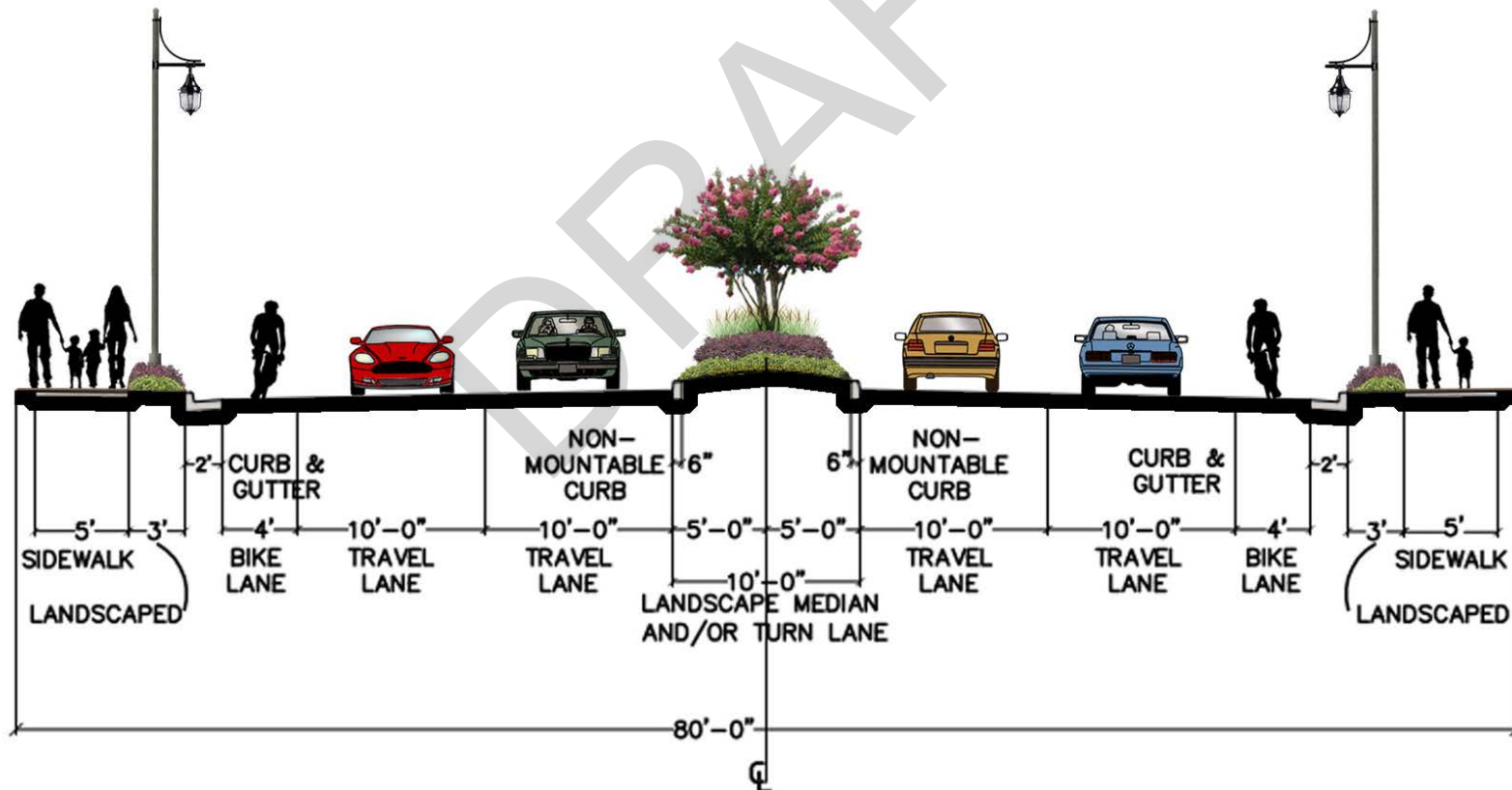
Long Term Improvements

Corridor Improvement Phase 1

- Add new center medians (10' wide) where feasible
- Add landscape in new center medians
- Propose 5' sidewalk and 3' greenbelt
- Improve pedestrian crossings at the main intersections (9th, 12th, 14th, and 17th Avenues)
- Add new street lighting as well as pedestrian-level lighting
- Will not require curb/drainage reconstruction
- May require FDOT access management reclassification
- General Cost Estimate: \$2,800,000



Plan View - Concept 1

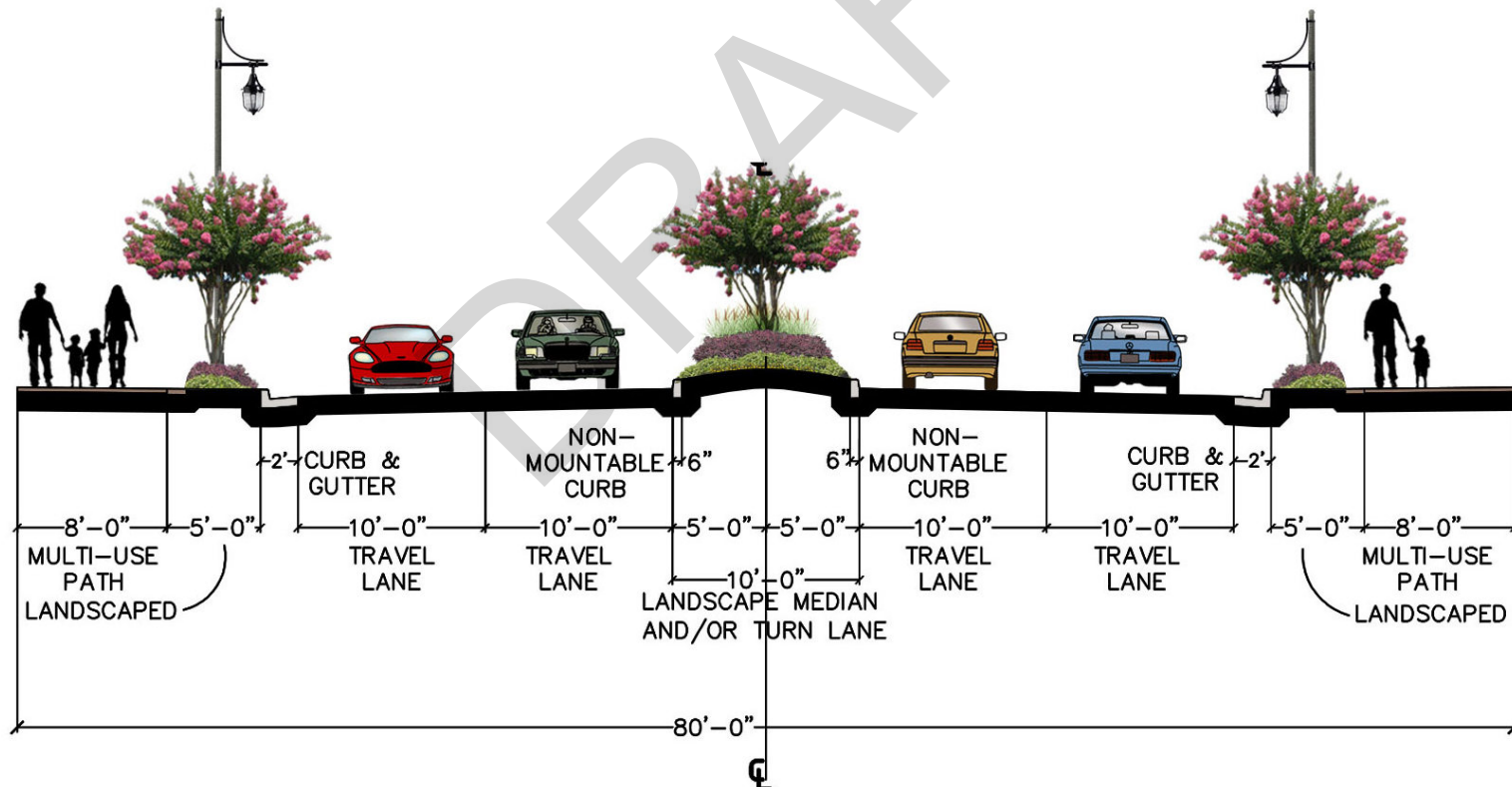


Corridor Improvement Phase 1 - Typical Section

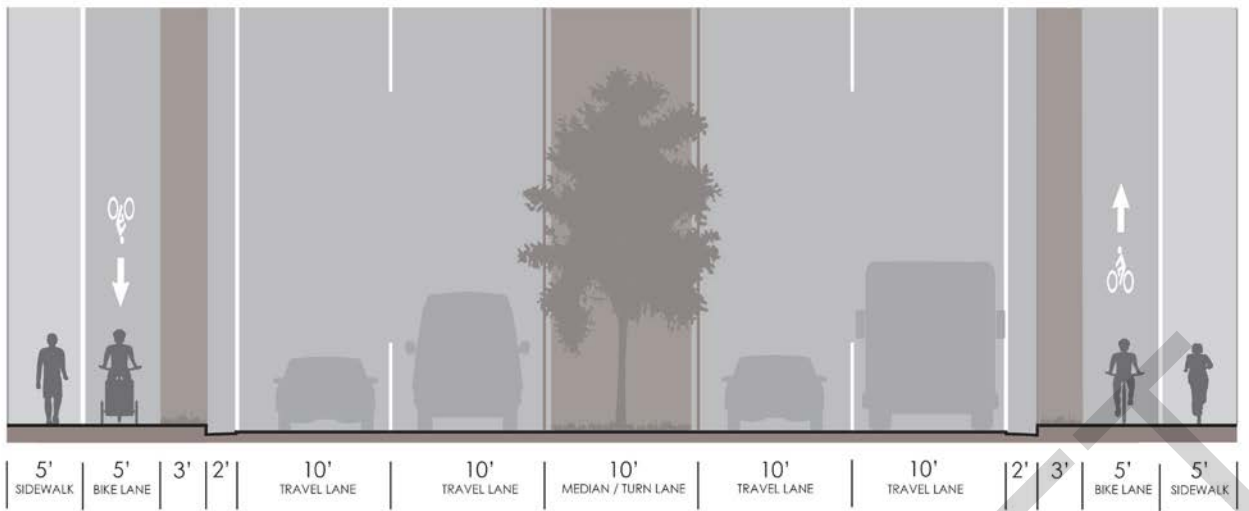
Long Term Improvements

Corridor Improvement Phase 2

- Includes all improvements from Phase 1
- Reconstruct curb lines and inlets
- Reconstruct driveways
- Reconstruct sidewalks - 2 Options
 - Option 1: 8' multi-use path with 5' landscaped buffer
 - Option 2: 5' sidewalk with 5' raised bike lane, 3' non-landscaped buffer
- May require FDOT access management reclassification
- General Cost Estimate: \$4,700,000



Corridor Improvement Phase 2, Option 1 - Typical Section



Corridor Improvement Phase 2, Option 2 - Typical Section



Photorendering - Phase 2, Option 2

Short Term Improvements

Bayou Texar Bridge Bicycle/Pedestrian Improvements

The current configuration of the Bayou Texar Bridge consists of 7.5' bicycle lanes and a 5' sidewalk separated by a barrier wall. It is recommended that the barrier wall be moved adjacent to the outside travel lane so that the sidewalk and bicycle lane are physically separated by the barrier wall. The images below show the existing conditions on the bridge as well as a photorendering of the proposed improvement.



Bayou Texar Bridge - Existing Conditions



Bayou Texar Bridge - Photorendering Showing Proposed Improvements

Aspirational Project

Shared Use Path Adjacent to CSX Railroad Tracks

The CSX railroad tracks currently run adjacent to Scenic Highway before turning west and heading into downtown Pensacola approximately five blocks south of East Cervantes Street. The tracks provide a unique opportunity for a significant multimodal connection between downtown Pensacola and the neighborhood to the east along Scenic Highway. It is proposed that the feasibility of a shared use path along these railroad tracks be explored. This concept has been proposed in previous corridor studies completed on behalf of the Pensacola Scenic Bluffs Highway Foundation. An improvement of this type should be considered long term in nature as it requires complex coordination by numerous stakeholders. The image below shows a photorendering of what this concept could resemble.



CSX RR - Existing Conditions



CSX RR - Photorendering Showing Proposed Shared Use Path



Summit Boulevard and Spanish Trail, south of Pensacola International Airport

Another example in an area that already is undergoing a bit of work: Summit Boulevard, along the south end of Pensacola International Airport. The new Fire Station 3 is on track. And we should improve the surrounding roadway as well.

What we currently have is a residential connector built more like an autobahn than a roadway on which we want our children to bike to a friend's house. Or on which we would walk our pets. Fewer lanes. More trees. Improved sidewalks, farther from the traffic.

This could just be the start. This could just be the beginning of improvements to many of our North Pensacola neighborhoods.

It takes leadership, planning and creativity. It takes the experience and knowledge of working with local and state agencies. And it takes mayor who knows what is needed to Build Pensacola and keep things moving forward.